

Minutes

Bi-State Region Air Quality Task Force

Friday, February 10, 2012, 11:00 A.M
Bi-State Regional Commission
Rock Island County Office Building
Third Floor Bi-State Conference Room
1504 Third Avenue
Rock Island, Illinois

1. Introductions and Consideration of December 9, 2011 Meeting Minutes. The Air Quality Task Force meeting was called to order by Mr. Boka. Introductions of those in attendance were requested. Those participating by conference call included Betsy Tracy, Federal Highway Administration (FHWA) and Matthew Johnson, Iowa Department of Natural Resources (IADNR). Task Force members were asked if there were any comments or corrections to the previous meeting's minutes. Ms. Olson made known some revisions to information regarding her presentation on Muscatine Power and Water. The minutes were approved consensus with the revisions noted by Ms. Olson.
2. Update from Resource Agencies on Current Air Quality Status/Issues. Mr. Johnson reported that the IADNR will be holding a client contact meeting on February 23rd. This meeting is a forum for the stakeholders group to exchange information on updates and inquiries. Mr. Johnson reported that IADNR has yet to release their design values due to quality control review of data. Design values from IADNR will be released after this activity is completed. Ms. McCullough reported design values for Ozone and PM_{2.5} for the Quad Cities area. The ozone design value for the Iowa Quad Cities was reported to be 63 ppb and 57 ppb for the Illinois Quad Cities. Design values for ozone are based on a 3-year average of the 4th highest value. The design value for PM 2.5 in the Iowa Quad Cities was reported to be 33ug/m³ and 22.7 ug/m³ for the Illinois Quad Cities. These values are based on a 3-year average of 2008 to 2010 for the 98th percentile.
3. Summary of Electric Vehicle Study for the Quad Cities (2011) – Ms. Molly Arp-Newell of EnviroNET, Inc. and Jennifer Walker of EnviroNET, Inc. presented the results of a research and feasibility study for electric vehicles (EV) in the Quad Cities Region. EnviroNET, Inc. was contracted by the Quad Cities Chamber of Commerce to conduct the study. The program, spearheaded by the Delta Institute, was funded by a grant from the USEPA. The project area was determined by locating a metropolitan region within 200 miles of Delta Institute which would greatly benefit from assistance in marketing and planning the implementation of EV infrastructure. Good candidate markets were determined to be those which have been impacted by brownfields. The study was conducted in three phases: Phase 1 – Background Research, Phase 2 – Summary of Research and Recommendations, and Phase 3 – Promotion of Recommendations and Further Grant Applications.

EnviroNET, Inc. found from their background research that the demand of EVs and Plug-in Hybrid Vehicles (PIHV) currently outweighs the supply in the Quad Cities area. The Ford Motor Company predicted that 5% of the automobile market in the U.S. will be EVs by 2020. EnviroNET, Inc. conducted a study for the Quad Cities Area and predicted that 4% of the market will be EV by the same year. EnviroNET's background research included a visit to Bloomington-Normal, Illinois, a community known as an "EVtown". Bloomington-Normal has leveraged monies from a variety of funding sources to establish itself as a model electric vehicle community. From their research, EnviroNET has formed the opinion that public charging stations will be needed to promote and support growth in these types of vehicles. Public charging stations would "reduce 'range anxiety'" or the fear of being stuck without a charge in prospective EV/PIHV owners. Ms. Arp Newell went on to explain the different types of charging stations. Level 1 charging stations are designed to be installed residentially and operate at 120V; they require approximately 8 to 12 hours to fully charge an EV. There are two options for public charging stations. A Level 2 station operates at 240V and requires 4-6 hours to fully charge an EV. A Level 3 station operates at 480V of DC electricity. It provides the fastest charge of 15-30 minutes, but is problematic in that it presents potential safety hazards and is much more expensive than the Level 2 station. A Level 3 station can cost more than \$50,000 to purchase and install, while the Level 2 station costs around \$4,000 to purchase and install. These factors make the Level 2 station a more practical option for public charging stations.

Ms. Arp-Newell outlined the barriers to EV implementation which they had identified. These barriers include economic limitations such as vehicle cost. The cost of an average new EV is around \$50,000. Implementation of EV infrastructure requires a high capital investment. There is also the added expense of purchasing residential charging units and electricity to charge the vehicle at home. Another group of barriers are those that are organizational in nature. These include: aligning the interests of stakeholders, the need to streamline regulatory processes, and a need for a model for policy and incentives. EnviroNET also identified a lack of coordinated education and outreach, a lack of trained EV mechanics and EV installers, and consumer skepticism as educational barriers. A fourth category of "Materials/Equipment" points out a lack of availability of EV cars, a need for faster EV chargers, cold weather impacts on performance, and load management capabilities along with curtailment requirements as barriers to EV implementation.

For the second phase of the study, EnviroNET proposed a list of recommendations. The first was to follow Normal, IL's "EV Town" model. They also suggested that the QC Chamber and private and/or public companies partner in the effort. It was also recommended that the focus of EV infrastructure development should be in and around redevelopment projects or under-utilized properties such as brownfields. A final recommendation was to install charging stations at high visible, geographically dispersed sites.

The third and final phase of the study deals with promoting and implementing EV use in the area. The strategies outlined include: utilize the resources of the Delta Institute to supply charging stations, partner to provide space, install, and maintain EV charging sites,

and providing free public access to the stations. Potential charging station sites in the Quad Cities Area were identified as part of the study. Some of these include: the Botanical Center in Rock Island, Centennial Park in Davenport, and SouthPark Mall in Moline.

A tentative schedule for implementation verbatim from the presentation slide is as follows:

- Partners to formally declare interest by March 30, 2012
- Delta Institute to select partners/sites by April 15, 2012
- Press release on/around Earth Day on April 22, 2012
- Install charging stations by Sept. 30, 2012

4. Local Status Report on Air Quality Issues and Clean Air Counts Program. The local air quality status report was attached in the agenda packet and was briefly summarized by Ms. McCullough and reviewed by the task force. Ms. McCullough also announced that Bi-State Regional Commission had been awarded an ICAAP grant to conduct a Household Travel Survey for the Bi-State Region. The survey will provide valuable information used in modeling traffic demands and trip generation specific to the Bi-State Region.

Mr. Melton gave a status report on the Clean Air Counts Program funded by a grant from the Alcoa Foundation. The Clean Air Counts Program is focused on improving air quality by promoting ALCOA's Make An Impact (MAI), an online suite of tools that allows individuals to calculate their emissions and provides personalized emission reduction recommendations to user. Clean Air Counts will use the Clean Air Partnership group to promote MAI through TV, radio, and newspaper ads. The media campaign will be spearheaded by a press release in mid March announcing ALCOA as a clean air partner. The Clean Air Partnership will also sponsor the Quad Cities Earth Week Fair and staff a booth for the event.

5. Other Business. There was no other business to address.
6. Scheduling of Next Meeting. The next meeting was scheduled for Friday, April 13, 2012 at 11:00 a.m.
7. Adjournment. The meeting was adjourned by consensus at 11:50 a.m.